

PRELIMINARY REDEVELOPMENT PLAN

KINGS BEACH STATELINE

Prepared for: Tahoe Regional Planning Agency

Prepared by: Placer County Redevelopment Agency

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KINGS BEACH/STATELINE

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KINGS BEACH/STATELINE REDEVELOPMENT AREA PLAN

General Overview

Proposed Preliminary Redevelopment Plans are submitted to the Tahoe Regional Planning Agency (TRPA) pursuant to Chapter 15 of the TRPA Code of Ordinances (§15.10) (“Chapter 15”).

The Placer County Redevelopment Agency intends to submit final Redevelopment Plans for future TRPA approval after the new Regional Plan is adopted sometime over the next three to five years. These plan areas are: Kings Beach/Stateline, Tahoe Vista, Lake Forest, and, Tahoe City/Gateway. Plans for these areas will be submitted separately in accordance with TRPA’s Code of Ordinances-Chapter 15 (Chapter 15). Chapter 15 provides the opportunity for Placer County to undertake redevelopment programs within TRPA defined redevelopment areas that are found to be urbanized, blighted, and environmentally threatened.

These Preliminary Redevelopment Plans are conceptual policy and program documents; they do not identify specific project locations nor propose specific activities. They do present a discussion on the intent to study and explore certain targeted redevelopment activities that will focus and enhance the goals and objectives of the updated Regional Plan.

It is our understanding that under the new Regional Plan TRPA may provide land use incentives for TRPA redevelopment areas in order to promote the construction of environmental improvement projects. If so, the Placer County Redevelopment Agency submits these Preliminary Plans with the intent to qualify for such land use considerations.

Background

Increasingly the areas of Kings Beach/Stateline are showing signs of an aging community facing the result of extended deferred maintenance. Environmentally, Lake Tahoe’s primary assets, its clarity and beauty, have been compromised due to storm water run-off and pollution. Economically, many of the communities in North Lake Tahoe reflect the neglected properties, dilapidated structures and outdated infrastructure that exacerbate the area’s decline. Poor land uses, limited public transportation and a lack of good quality permanent affordable housing and neighborhood services contribute to the dwindling population of full-time residents who have a stake in implementing and seeing environmental and land use improvements.

What was originally developed in the 1950’s as an area of vacation cabins, trailers and motels, has become a year-round residential community with limited supporting commercial and public services. However, the housing stock, commercial buildings, infrastructure and environmental improvements have not been upgraded to adequately meet the increased needs of the Kings Beach/Stateline communities.

Preliminary Redevelopment Plan:

KINGS BEACH / STATELINE

Section I – (15.10.B (2))

A description of the proposed redevelopment plan area boundaries and project area boundaries including a preliminary determination of which areas are blighted and urbanized

Kings Beach/Stateline - Project Area Boundaries (See Exhibit A)

Introduction

The redevelopment area boundaries proposed for Kings Beach/Stateline are consistent with the North Lake Tahoe Redevelopment Project Area adopted by the Placer County Board of Supervisors, under California Health and Safety Code Law on July 16, 1996. However, the proposed Preliminary Kings Beach/Stateline Redevelopment Plan area is smaller than the current California redevelopment area.

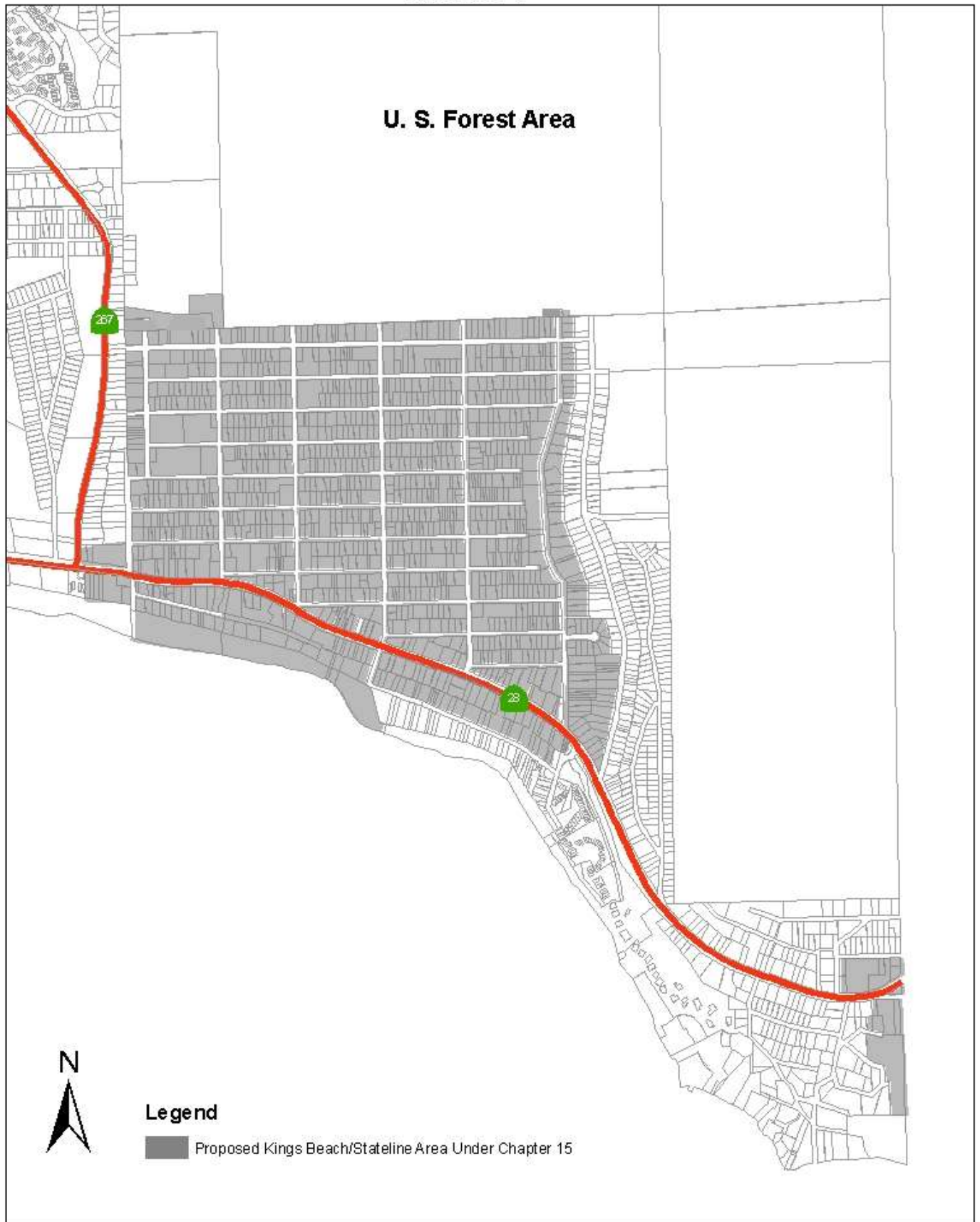
Community Description

The proposed boundary extends generally from Stateline to Highway 267 and from Speckled Avenue to Lake Tahoe. In a section known as the “Grid”, an area that extends from behind the commercial corridor to Speckled Avenue, there is a haphazard mix of residential, schools, motels, public uses, and private industrial uses. This community was chosen because of the blighted economic and social conditions as well as the critical physical conditions leading to storm water runoff, contaminated soils, over-covered land patterns, inadequate infrastructure, substandard housing, haphazard parking, scenic blight and a lack of water quality BMPs (see Appendix: Adverse Conditions Study). The Grid is currently not included in a TRPA community plan area.

The commercial core, an area that fronts along State Highway Route 28, is marked with abandoned buildings, vacant lots, inadequate and irregular shaped parcels, and substandard public and private physical improvements, all of which contribute to the degradation of the water quality of Lake Tahoe.

Additionally, the lack of affordable housing has led to a proliferation of housing which is dilapidated, substandard, and potentially hazardous. The latest federal census estimates that 20% of all households in Kings Beach suffer from overcrowding. More recent local surveys and studies suggest that this percentage may be significantly higher.

EXHIBIT A



KINGS BEACH/STATELINE AREA-- PROPOSED UNDER CHAPTER 15

Section II – (15.10.B (3))

A general statement of the proposed land uses, anticipated development, proposed targets and objectives related to attainment and maintenance of environmental thresholds, layout of the principal streets and transportation patterns, and a general description of the standards to be used for redevelopment of the area.

Statement of Proposed Land Uses

The proposed redevelopment plan in Placer County will incorporate the land use guides promoted in the updated Regional Plan. The blighted condition of properties in this proposed plan, and all planned land uses will comply with the updated Regional Plan definitions and goals. Land uses will exemplify development in urbanized areas that promote mixed-use development with a focus on creating uses that will be concentrated, and encourage the use of public transit, bicycles and walking. Live-work environments will be promoted and incentivized.

Currently the vast majority of the Kings Beach residential area is outside of a community plan area. This exclusion has caused the need for code amendments and has affected the ability to attract the private funding needed to construct and maintain environmental improvement projects and site specific BMPs. This Preliminary Redevelopment Plan proposes that any property located inside of an adopted TRPA redevelopment plan area be exempt from a requirement to be located within a community plan area.

The proposed Kings Beach/Stateline Preliminary Redevelopment Plan area consists of approximately 484 acres in Placer County located at the north shore of Lake Tahoe. Most, if not all of Kings Beach, is laid out in a grid system of rectangular lots designed for summer cabins, most with dimensions of 25 feet in width and 125 feet in length. As a result, much of the development has been constrained by this inefficient lot size.

There are two main drainage courses affecting land capability (Griff Creek and an unnamed tributary) that run through the community, with surrounding Stream Environment Zones (SEZ) along those courses. Areas along the shoreline tend to also have sensitive land capability classifications, while most of the “Grid” is Class 5 (high capability). The final plan will present strategies for land coverage reductions, where necessary and environmentally desirable.

Recent public and private investment, under consideration, include Placer County’s Kings Beach Commercial Core Improvement Project, a major highway safety and environmental effort and the activities of a private developer working in partnership with the Placer County Redevelopment Agency, to construct over 75 units of affordable workforce housing in Kings Beach.

In response to the blighted conditions described above, the proposed Kings Beach/Stateline Redevelopment Plan calls for focusing on the following anticipated development programs:

Anticipated Development (See Exhibit B)

This section provides an overview of the proposed vision planned for the Kings Beach/Stateline Redevelopment Plan area. Additional descriptions of the environmental settings and land use elements will be discussed in detail at the time of project submittal.

The Eastern Gateway

The Eastern Gateway is marked from Stateline to approximately Fox Street.

The Redevelopment Agency has purchased abandoned contaminated gas station sites and certain nearby properties. The potential for a mixed-use / commercial retail development is supported. Development projects would compliment the mixed-use commercial and retail development planned for the town center.

The Eastern Gateway to California is known to have varying levels of blight. As one enters California and approaches Kings Beach from Nevada, the dilapidation and deterioration of land uses is quickly apparent. Near Stateline single family homes mark stable and possibly historic neighborhoods and the Agency desires to retain that character, however storm water runoff and other drainage concerns indicate an immediate need for environmental improvements. The Agency may work with other County departments to ensure public improvements are constructed and maintained.

Additionally, consolidation of land uses and construction of infrastructure improvements can be accomplished by acquisition of properties to provide and improve commercial uses in combination with low scale retail, office, multi-residential, renovated commercial development and pedestrian focused activities. While many Agency dollars have already been committed to the Eastern Gateway, a Chapter 15 plan is needed to incentivize private investment, as the need exceeds available public monies.

The Western Gateway

The Western Gateway centers on Secline Avenue and a 500' radius extending from Highway 267, to Lake Tahoe and midway from Brockway Vista/Highway 28 to Rainbow Avenue.

The area serves as the western entrance to Kings Beach. It is evidenced by a gas station, local retail, visitor services, and other land use mixes which range widely in deteriorating physical condition. There is a large outdated government pumping station on the lakefront. Limited BMPs are present in the area.

The focus of any development activity will be the preservation of Kings Beach and public access to Lake Tahoe. Reducing the coverage on parcels along the lake front in exchange for resort or hotel building height, not only opens up the lake's scenic views to the general public, but ensures that dilapidated sewer and water treatment infrastructure is replaced or updated.

As funds become available, the Redevelopment Agency is interested in pursuing site development discussions with various public agencies which own the majority of the parcels under consideration. An approved Redevelopment Plan could provide for the physical upgrade of this neighborhood to include a small lakeside community park, off-street public parking, curbs, gutters, sidewalks, lighting and landscaping.

The Kings Beach/Stateline Redevelopment Plan will provide that neighborhood improvements, in conjunction with private, mixed-use development projects; be integrated with the goals and objectives of the Kings Beach Commercial Core Improvement Project.

Town Center

The creation of an urban commercial center that includes live and work opportunities is a major focus of this planned activity. Town Center will include that area of Brook/Trout Ave to the Lake and east-west Fox Street to Bear Avenue.

The Plan design includes a pedestrian village serving both tourists and residents. Using an "Old Tahoe" theme oriented toward Highway 28 and Lake Tahoe, the scale will be pedestrian in nature and rely on off-street parking, public transportation, and small public plaza areas and visual corridors.

Commercial and residential development will be combined vertically with retail and office space occupying the ground floor. Residences and offices on floors above, with ground floor commercial frontages on Highway 28 will create mixed-use configurations that support the goals of compact land uses.

Housing

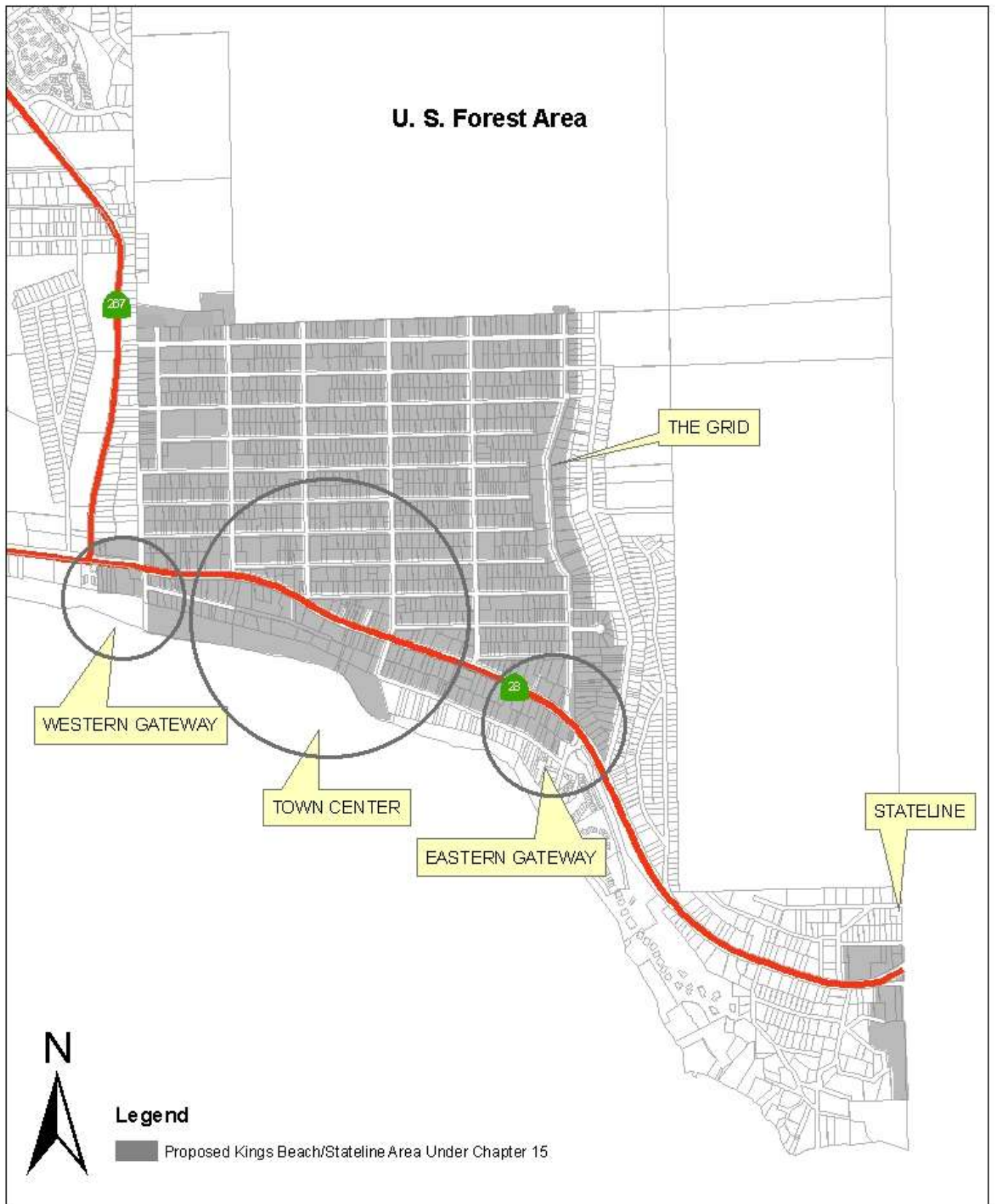
Workforce housing projects would be dispersed throughout the Kings Beach grid. The grid has random interspersed parcels of market rate housing units. These are single-family permanent and second homes, both old and new. However, much of the current housing is small cabins, trailers and converted motel rooms which have outlived their useful life. Overall the area is typified by deteriorating conditions due to a lack of off street parking, no curbs, no gutters, no sidewalks, neglected maintenance from absent landlords, overcrowding of people within each unit and non-existent BMPs.

This Plan would create opportunities for the infill of vacant lots with new housing units as well as an enhanced rehabilitation program for existing housing units. These efforts will not only improve the public infrastructure and the visual quality of the neighborhood as well as

stabilize the area from further deterioration, but will assist in the construction of community-wide environmental improvement projects.

The Plan envisions upgrading the residential sections containing outdated cabins, trailers, old motels, apartments and houses. The goal would be to increase the net number of sustainable permanent affordable housing.

Exhibit B



KINGS BEACH/STATE LINE AREA -- PROPOSED UNDER CHAPTER 15
CONCEPTUAL DEVELOPMENT

Attainment & Maintenance of Environmental Thresholds - Targets and Objectives

It is the goal of this plan to implement orderly growth and development consistent with the threshold carrying capacities identified through the adoption of the new Regional Plan. Infrastructure improvements will cover a variety of public works projects ranging from correcting and installing utilities, traffic capacity projects, accommodations for transit options, storm drainage, sewers, soil stabilization, etc.

The proposed redevelopment plan is targeted to the highest and most critical environmental improvement projects that will lead to the greatest benefit over the shortest period of time for the overall community. It is determined that the most efficient and effective use of public and private dollars is to focus on the objectives of the Environmental Improvement Program as the standard for plan evaluation.

As projects come forward for development approval they will be measured against the Placer County approved five-year environmental improvement project list. The Placer County Redevelopment Agency will provide assistance to private property owners who can achieve pertinent thresholds within the proposed redevelopment area.

Transportation Patterns

Kings Beach/Stateline neighborhood streets consist of a series of north-south streets and east-west streets that result in an interconnected grid roughly eight blocks (east-west) by ten blocks (north-south) north of SR 28 and east of SR 267. In addition Brockway Vista Avenue parallels SR 28 one block to the south, between Coon and Chipmunk streets; and between Secline and Bear Streets.

These streets largely serve single-family residential land uses. The preponderance of commercial land uses is located along SR 28, or within one block of the state highway. Other important traffic and pedestrian trip generators consist of:

- The Kings Beach Elementary School, along the west side of Deer Street between Steelhead and Dolly Varden Avenue
- Light industrial land uses along Speckled Avenue and Cutthroat Avenue
- North Tahoe Event Center
- The State Recreation Area at the south end of Coon Street
- Restaurants along State Route 28
- US Post Office and County Health Clinic
- Several small churches.

The other major roadway in the proposed area is State Route 267. This road is a two lane highway connecting State Route 28 with Truckee and Interstate 80.

The Kings Beach Redevelopment Area is currently serviced by the Tahoe Area Regional Transit System (TART).

General Description of Redevelopment Standards

The standards proposed for the implementation of the Kings Beach/Stateline Redevelopment Plan area are:

1. The project must result in the construction of threshold improvement projects, and where possible, upgrade and renovate the communities' existing dilapidated building stock on sites contributing to the degradation of Lake Tahoe.
2. Provisions must be made for providing affordable workforce housing in the immediate vicinity of development projects, or provisions made to expand alternative public transportation to link housing with jobs and community services.
3. Redevelopment activities must result in development that is both economically attractive to private developers and will achieve and sustain correction of environmental damage to Lake Tahoe through construction of environmental improvement projects (see Section III).
4. Consideration of any substantial redevelopment undertaking must have input from the community affected by the proposed activity.

In order to achieve environmental and land use goals, any development project should be focused on activities which in the short run bring about public awareness that positive change is occurring, and in the long term bring about the actual construction of environmental improvement projects.

Section III – (15.10.B (4))

A general statement of how the proposed redevelopment plan conforms to the provisions of the Goals and Policies, the transects, the applicable plan area statements, the Code, and the environmental thresholds.

Conformity with TRPA Goals, Policies, Code and Thresholds

The final Redevelopment Plan for the proposed Kings Beach /Stateline community will be consistent with the TRPA Code of Ordinances, the Placer County General Plan, community plans for areas within the boundaries of the plan, transects for areas outside community plan areas, and the Regional Plan for the Lake Tahoe Basin in effect at the time of final Redevelopment Plan approval.

Goals & Policies

The Redevelopment Agency agrees to support and promote TRPA’s goals to maintain the significant scenic, recreational, educational, scientific, natural and public health values provided by the Region, through its development projects.

Balancing sustainable development with the above will encourage the prudent use of Lake Tahoe and the resources of the area, preserve public and private investments in the community, and preserve the social and economic health of the region.

Code of Ordinances

The Code of Ordinances (“Code”) is a compilation of land use and environmental regulations regarding Lake Tahoe. The Redevelopment Agency’s North Lake Tahoe preliminary redevelopment plan is in conformity with the Code.

All projects are subject to TRPA (in accordance with Chapter Four of the Code) and Placer County review. To ensure effective and efficient coordination, the Code and the Placer County Zoning Ordinances shall apply to building modifications, expansions and repairs. When a conflict presents itself, the most restrictive ordinance shall apply.

Environmental Improvement Program

The TRPA Environmental Improvement Program (EIP) encompasses hundreds of capital improvement, research, program support, and maintenance projects designed to restore and protect Lake Tahoe’s clarity.

Placer County is a partner with TRPA in constructing and maintaining EIP projects of mutual benefit. Over a twenty-year period Placer County is committed to develop and construct public improvements.

Thresholds

Thresholds are environmental standards adopted by TRPA to help protect Lake Tahoe. Designed to reflect the inter-connected nature of the environment, the economy and the community's social well-being, the environmental threshold carrying capacities and standards for the Lake Tahoe Basin essentially define the capacity of the Region to accommodate additional land development. Threshold indicators are used as the measures of success of attaining environmental health in the region.

In order to ensure that any public improvement undertaken in Placer County – North Lake Tahoe region, is targeted to the highest and most critical priority activities, and will lead to the greatest benefit over the shortest period of time for the overall community, Placer County Department of Public Works will determine the projects and activities from the approved EIP projects list.

Table A below is a listing of currently approved EIP projects for Kings Beach/Stateline:

TABLE A

EIP PROJECT No.	EIP THRESHOLD	EIP PROJECT NAME	DESCRIPTION
KINGS BEACH/STATELINE			
15	Water Quality	Kings Beach - Residential	Drainage improvements for residential area above SR 28
668	Water Quality	Stateline Area	Includes conveyance, stabilization, re-vegetation and road runoff treatment for sediment.
732	Water Quality	Brockway - Residential	Involves storm water treatment, slope stabilization through re-vegetation, rock slope protection, retaining walls, curbs/gutters, and sediment basins. Sediment catchment and treatment.
733	Water Quality	Kings Beach - Industrial	Drainage conveyance stabilization, re-vegetation, road runoff treatment for sediment in industrial developed area (mainly Speckled Ave).
10060	Water Quality	Kings Beach Commercial Core: <u>Source</u> Controls	Erosion source controls associated with the county and state roadways. Improvements include re-vegetation of disturbed soils, drainage stabilization and infiltration, and sediment ponds.

10060	Water Quality	Kings Beach Commercial Core: <u>Treatment</u> controls	Erosion storm water treatment facilities associated with the county and state roadway. Improvements include re-vegetation of disturbed soils, drainage stabilization and infiltration and sediment ponds, as well as potential use of filtration media for treatment of fine sediment. (See below for delineation of Kings Beach watersheds)
		Identified Areas to Complete Storm Water Outfall Treatment Facilities	Griff Watershed
			Deer Watershed
			Bear Watershed
			Coon Watershed
			Fox/Chipmunk Watershed
			Chipmunk Watershed
93	Scenic Resources	Scenic Road (SR 28) –Tahoe Vista (Kings Beach) Imprv	Multi-phase project with landscape frontage improvement, access controls, walkways, architectural upgrades. Screen or relocate satellite dishes / sign conformance
410	Fisheries	Griff Creek-Stream Habitat restoration	Improve culverts for fish passage, stabilize banks with vegetation and improve substrate through urban area for spawning, for morphology and facilitate water diversity
619	Recreation	KB Recreation Area Public Pier	Public partners (CTC, etc.) will relocate and improve existing pier may serve water borne transit
625	Recreation	CTC Secline Beach Improvements	CTC will construct additional site improvements-day use recreation improvements
787	Air Quality/Transp	KB Curb, Gutters, Sidewalks & Bike Trails	Concurrent with Water Quality Improvements (#10060) - Class II Bike Trails and Sidewalks
830	Air Quality/Transp	North Shore Trolley Service	Service expanded by reducing headways and adding service
838	Air Quality/Transp	Passenger Facilities	Region wide construction of transit shelters at existing or future transit stops
10018	Air Quality/Transp	TART Replacement Vehicles	Purchase and replace TART vehicles
10019	Air Quality/Transp	Transit Operating Assistance	Provide operating funds
10020	Air Quality/Transp	Intelligent Transportation Systems (ITS)	Acquire equipment and technology to support ITS

10027	Air Quality/Transp	Water based landside facilities	Construct parking, transit and other related facilities to support water borne transit.
10140	Recreation	Lake Access Acquisition: Phase I	CTC to purchase lake front property (KB) for dispersed recreational opportunities
10149	Recreation	Lake Access Acquisition: Phase II	CTC to purchase and improve lake front property (KB) for dispersed recreational opportunities

Threshold Achievement Criteria

1. Projects seeking consideration under the provisions of the Plan, must contribute to the implementation of one, or more, of the Environmental Improvement Program projects above.
2. All contribution determinations and calculations shall be made by the Placer County Department of Public Works.
3. Improvement of public or private facilities, provisions of added open spaces, construction of BMPs in conformance with environmental carrying capacities established by TRPA.
4. Use of rehabilitation and façade improvement loans and grants to leverage private investment and improve commercial building conditions.
5. Implementation of a public improvement program including road grading, patching and paving; curb, gutter and sidewalk construction; and storm drain installation.
6. Potential participation in operation and maintenance of public improvements related to air and water quality through funding contribution and/or providing those services for County Department of Public Works determined projects.

Section IV – (15.10.B (5))

A general description of the provisions for existing and new affordable housing and the expected impact of the proposed redevelopment plan on the residents of the redevelopment plan area and surrounding neighborhoods

Description of Provisions for Existing and New Affordable Housing

Lake Tahoe is a unique and complex regulatory environment where development of affordable housing is a challenge on a number of levels. Housing affordability pressures are particularly visible on the North Shore where the lack of current decent housing supply available for area workers appears to have provided the opportunity for property owners to rent their units to workers willing to live in substandard and overcrowded conditions.

Clearly, the need for affordable housing outpaces the available land and local state and federal dollars necessary for development. The County, through its Redevelopment Agency will continue on its path with its Kings Beach/Stateline Redevelopment Plan to expand and improve the supply of affordable housing. The impact on the redevelopment plan area and surrounding neighborhoods will be positive in nature as the Redevelopment Agency will continue to promote affordable housing and workforce housing opportunities for the residents and workforce of the North Lake Tahoe Area.

The TRPA Code of Ordinances establishes specific regulations and thresholds for, among other things, land use, density, rate of growth, and land coverage. TRPA's Code of Ordinances also sets maximum annual housing unit allocations, as well as density and coverage limitations on multi-family development. These ordinances are being re-evaluated to ensure that environmental thresholds do not prohibit or unduly restrict, the production of workforce housing while ensuring the water quality of Lake Tahoe is protected. TRPA has adopted programs to address the need for workforce housing units in which certain housing developments may obtain special consideration from TRPA's allocation requirements.

California law requires that local governments have housing need allocation plans based on the following distribution.

HOUSEHOLD TYPE	MINIMUM PERCENTAGE OF EXPENDITURES
Very Low	24.6%
Low	18.9%
Moderate	19.8%

In addition to a unique land use regulatory environment, the Lake Tahoe Basin has additional challenges to the creation and maintenance of affordable housing including a large seasonal tourist population and a substantial second-residence population that limits access to permanent affordable housing units. Dean Runyan Associates prepared *The Economic Significance of Travel to the North Lake Tahoe Area, 1997-2002 Detailed Visitor Impact Estimates* in December 2003, which noted that nearly 6 in 10 housing units in the Lake Tahoe Basin are vacation homes classified for seasonal, recreational, or occasional

use. Other studies such as a Housing Demand Review, have also addressed the lack of affordable housing within the region and concluded that there is a shortage of several hundred affordable housing units in the Lake Tahoe region. Although developing long-term affordable units is difficult in Lake Tahoe, the Redevelopment Agency has made progress in several areas.

In 2001, Placer County adopted an Inclusionary Housing Ordinance, which requires residential developers in the Area to set aside 15% of the units built as affordable to very low and moderate-income households. Redevelopment inclusionary housing units require a 45 year or 55 year long-term affordability covenant be recorded against the property for either for – sale or rental units respectively.

BREAKDOWN OF AFFORDABILITY LEVELS		
Affordability Category	Percent of Median Income	Maximum earnings for a family of four
Very Low	31% - 50%	\$36,400
Low	51% - 80%	\$58,250
Moderate	81% - 110%	\$80,080

Source: State of California, Housing and Community Development 2009 income limits.

Program Description

The Agency plans to continue to promote new, very low, low and moderate income housing construction, and to work with developers by providing gap financing to construct new affordable rental or ownership units, rehabilitating or reconstructing existing developments, and preserving existing affordable units that are otherwise threatened. Due to the high demand for lower paying service and tourism related jobs in the Lake Tahoe region, the Agency's goal is to use this program to address the substantial need for employee housing. Supporting affordable senior housing is also needed. The Agency will also participate in land acquisition, land-cost write-down, developer recruitment, and credit enhancements or other financing mechanisms. Projects under this category include the construction of those projects mentioned in the previous section and other opportunities that may arise.

The Agency's housing rehabilitation program provides low interest loans of up to \$150,000 to correct health and safety hazards, increase energy conservation, and extend the useful life of an affordable owner-occupied or affordable rental home. Examples include correcting plumbing, electrical, or roof problems, room additions, insulation, and replacing inefficient appliances. This program extends the useful life of the affordable units occupied by low and moderate-income households and improves the quality of the neighborhoods. The Agency will continue to actively pursue State and federal grant funds to leverage the housing set aside from tax increment.

The Agency will assist in the development of mixed-use complexes to create affordable housing opportunities. The Agency will continue to assist the County's Planning Department with housing expertise and drafting of the employee housing ordinance as well as implementation of employee housing requirements established on new developments by

the County's General Plan requirements. The Agency will contribute resources toward administration and monitoring of the employee-housing program as well as to other affordable housing units located within the County. However, the Agency is currently budgeted to expend the majority of available housing funds for existing sites under Agency ownership.

The homeownership program currently makes loans available to qualified very low, low and moderate income homebuyers up to \$150,000 in order to purchase a home. These loans act as assistance financing to make mortgage payments more affordable. Single family detached homes, town homes, and condominiums are eligible purchases under this program.

Section V - (15.10.B (6))

A statement of how the preliminary plan differs from and conforms to the adopted community plan, including a re-evaluation of items required by Subparagraphs 14.6.C (1) through (7), inclusive, and other items prescribed by TRPA as appropriate to deal with new or changed circumstances arising subsequent to the adoption of the community plan.

Conformity with Adopted Community Plans

The Redevelopment Plan for the proposed Kings Beach /Stateline community will be consistent with: the community plans for areas within the boundaries of the plan; transects for areas outside community plan areas; and the Regional Plan for the Lake Tahoe Basin in effect at the time of Redevelopment Plan approval.

The Kings Beach/Stateline Community Plan currently does not have provisions for construction of affordable housing to be part of new development. It is understood that a new community plan under the updated Regional Plan, will include affordable housing as an allowed (and encouraged) use. As proposed in the new Regional Plan, this redevelopment plan requests special height, density and coverage considerations be given to projects that provide affordable housing.

There are redevelopment opportunities on property outside of the current community plan boundaries. This Plan proposes that those projects within an approved TRPA redevelopment area, meeting the provisions specified in this Plan, be exempt from the requirement to be located within a community plan area.

Consideration to Include Areas Outside a Community Plan Area (See Exhibit C)

The Kings Beach/Stateline redevelopment area consists of approximately 500 acres, of which the vast majority is outside the community plan Area. The bulk of that excluded area is locally called “the Grid”, and consists largely of residences, trailer parks and outdated motels.

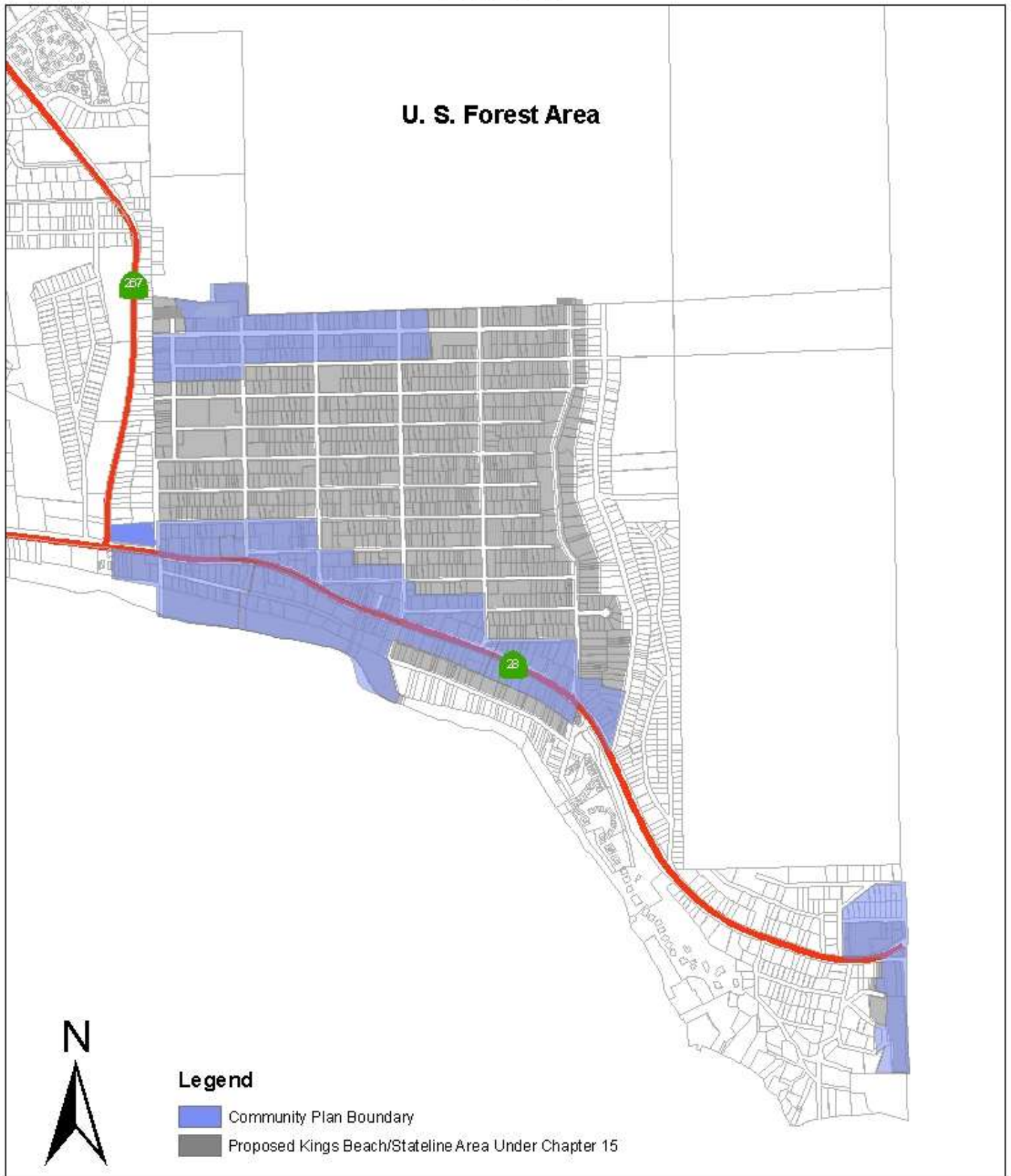
Twenty years ago when the TRPA Regional Plan was adopted and Placer County updated its community plan areas, affordable housing was not included as an allowable use. It is clear that the lack of safe and affordable workforce housing is a major contribution to the deteriorating state of the Kings Beach community (*North Lake Tahoe Redevelopment Area, etc.*, Design Workshop, 2005).

The proposed Preliminary Kings Beach/Stateline Redevelopment Plan includes the Grid and would supplement the direction of the new TRPA Regional Plan, providing development incentives for height, density and coverage. It is intended that future focus would be to identify infill sites which are close to transit and services for the employee population, and where appropriate, develop mixed-use housing. The development of rental housing to serve the households who now reside in trailer parks or makeshift motel rooms, not meant to serve

as permanent housing, is critical to revitalization efforts in the Kings Beach/Stateline area (*Economic & Redevelopment Strategies for Kings Beach and Tahoe City*, Economic & Planning Systems, 2007).

Adding the areas which currently exist outside of a community plan area, but within a redevelopment area as defined by TRPA, would underscore the environmental, social and economic public policy direction of the new Regional Plan, and allow discretionary actions consistent with community goals.

EXHIBIT C



KINGS BEACH/STATELINE AREA-- PROPOSED UNDER CHAPTER 15

Section VI – (15.10.B (7))

Prepare an economic feasibility and needs assessment.

Assessment of Economic Feasibility

While the national economy has suffered significant financial and economic setbacks over the last eighteen months, the real estate market on the North Shore has also been affected. Real estate sales were strong in 2005 and 2006, dropped by 34% in 2007 and 15% in 2008. In 2007 the average number of days a property was for sale improved slightly from 2006 but increased by 26% in 2008 to 121 days. During the first quarter of 2009 the number of home sales is below historical numbers however the number of marketing days is comparable at 95 days.

The highest percentages of home sales have been between \$300,000 and \$900,000 that includes both primary and secondary housing sales. An informal analysis indicates a greater number of homes sold are at the high range which would indicate homes sold were for secondary use.

Below is a table which reflects the historical property tax increment received in the overall California North Lake Tahoe Redevelopment Area:

Fiscal Tax Year	Tax Increment Received*
2007-08	\$6,281,570
2006-07	\$5,549,506
2005-06	\$4,763,024
2004-05	\$3,965,388
2003-04	\$2,931,906

*Historical tax increment does not reflect charges for property tax administration fees, pass through payments, housing set-aside, or debt service

The economy of the North Tahoe area is heavily dependant upon the tourist industry; more so than other similar resort locations. The economic conditions required for a diversified economy, moderate cost of living chief among them, are not present at this time and are unlikely to change without intervention. Redevelopment projects, supported by the County's investment in infrastructure, which attract a greater share of the tourist market such as high quality accommodations and event facilities or meet a community need, such as workforce housing, will have the greatest immediate impact on the proposed redevelopment areas.

To the extent projects encourage year-round occupancy the retail economy will be better supported. Accommodation projects (e.g., entertainment, event/conference centers), and enhanced transit connections to ski resorts will all serve to improve the non-summer draw of those commercial centers. These facilities will also offer viable alternatives to ski-area lodging, to the benefit of the region.

Developing beneficial uses will require a concerted public/private effort to reduce project risk and, potentially, to offset onerous costs associated with certain high-benefit projects. Well-conceived hotel developments and associated work force housing may be a good public-private investment opportunity. The community of Kings Beach/Stateline lacks high quality tourist accommodations or facilities with marketable conference or meeting facilities. While there has been some effort to upgrade select facilities, for the most part the motels line Highway 28 are in various states of disrepair, some illegally converted to full-time residential use, some simply closed, and others are still hanging on. Most of the buildings that house the available tourist accommodations are well past their effective building life and do not inspire the increasingly sought-after and demanding tourist.

The current workforce housing situation is challenged by the need to provide adequate permanent and seasonal living quarters that also addresses overcrowding which results from rents that exceed the median income of workers. Many of the affordable units are dilapidated and often require lengthy commutes from workers. The captive workforce housing market provides no incentive for landlords to properly maintain their rental units and does provide an incentive for owners of properties not intended for permanent housing such as trailer parks and motels to allow their properties to be used to house local workers.

Retail markets in the Basin are dwindling and to increase the supply of retail in the redevelopment areas would require a strategy geared to increase demand through greater capture of the visitor market and increasing the number of year round residents in the community. The immediate goal of a redevelopment strategy would be to replace out-dated, under-performing retail uses with better performing ones, resulting in increased volumes in sales in key niches. Many buildings currently housing retail uses were not originally constructed for that purpose and lack the space and amenities required such as display windows, restrooms, appropriate ceiling heights and so on. Building locations are not conducive to shopping and lack pedestrian connectivity. Another key issue is traffic management and pedestrian safety.

Through inclusion in the TRPA Chapter 15 redevelopment designation, the Placer County Redevelopment Agency hopes to improve its ability to impact the Lake Tahoe environmental conditions, increase the viability of tourism and retail in the community, and support development of affordable workforce housing.

SECTION VII – (15.10.B (9))

Reasonable provisions for public participation, including notice to, and comment by, affected property owners and residents.

Public Participation

To support an emphasis on more sustainable environmental preservation and community building, concentrated communications and feedback opportunities are needed for all those who play a role including residents, business operators, developers, environmental interest groups, visitors and other stakeholders within the redevelopment plan areas. Additionally, public feedback will be sought from community business associations and Spanish speaking interest groups.

In addition to general program and project description outreach, prior to Governing Board action, the Placer County Redevelopment Agency will initiate one or more public outreach meetings with the North Tahoe Regional Advisory Council in order to receive feedback and recommendation regarding a program and/or project, including vision, processes and benefits.

This comprehensive public outreach will assist to clarify the intentions, refine an implementation plan, and ensure an informed public.

APPENDIX

ADVERSE CONDITIONS STUDY:

KINGS BEACH/STATELINE

ADVERSE CONDITIONS STUDY: Kings Beach/Stateline

I. PURPOSE OF THE REPORT

Chapter 15 in the Tahoe Regional Planning Agency (TRPA) Code of Ordinances sets forth the process for adoption of redevelopment plans pursuant to the Goals and Policies of TRPA and as provided for in the plan area statements. Section 15.1 of the TRPA Code of Ordinances dictates that the applicability of Chapter 15 shall apply only to redevelopment plans which are in eligible areas; are predominantly urbanized, blighted; and designated in the applicable plan area statement as eligible for redevelopment plan, etc. This Adverse Conditions Study provides the background and data to support the blighted nature of the proposed Kings Beach/Stateline Redevelopment Project Area (Project Area).

II. HISTORY AND BACKGROUND

The Placer County Redevelopment Agency (Agency) was formed in April 1991 pursuant to California Health and Safety Code Section 33300 *et seq.* A five-member board, which also serves as the Placer County Board of Supervisors, governs the Agency. The purpose of the Agency is to eliminate blight and support environmental improvements within the project area, by strengthening its economic base through building public infrastructure, supporting facility improvements, commercial/industrial development and rehabilitation, as well as providing affordable housing development and rehabilitation.

The Kings Beach area includes aging and run down commercial strips that provide evidence of impaired investments and economic maladjustment. The identified boundaries have been chosen to maximize the effectiveness of redevelopment as a tool for the revitalization of the area. The boundaries have been structured to include a relatively large number of substandard and deteriorated commercial and industrial buildings as well as residential buildings that are substandard and in need of rehabilitation.

The Kings Beach/Stateline Redevelopment Plan area contains approximately 2,563 parcels. Agency staff surveyed a sampling of the parcels within the Project Area. Agency staff utilized this information to further refine the area boundaries to what is proposed within this report.

Agency staff reviewed several existing reports to support its conclusions noted within this report including The Preliminary North Lake Tahoe Redevelopment Project Area report dated March 1993 prepared by John B. Dykstra & Associates which was prepared for the adoption of the North Lake Tahoe Redevelopment Project Area; the North Lake Tahoe Redevelopment Area Report of Recommended Policy, Code and Regulation Changes to

Facilitate Redevelopment Opportunities, dated December 15, 2005 and prepared by Design Workshop, Inc.; and the Final Report of the Implementation Strategy for the Redevelopment of Kings Beach and Tahoe City dated May 14, 2007 prepared by Economic and Planning Systems for the Agency.

Agency staff focused its primary review on public infrastructure conditions, or lack thereof, exterior conditions of each parcel surveyed as well as the usefulness of each parcel in comparison to current market standards for the respective type of use. Agency staff did not perform interior property inspections.

Agency staff used the survey information to compile a database of general observations which is summarized in the Building and Site Conditions Survey Results (Attachment A). This blight summary delineates by street, the total number of parcels, the number of blighted parcels and the percentage of blighted parcels. Following the survey results, are photos taken around the proposed redevelopment area that exemplify the blight present (Attachment B).

III. EXISTING CONDITIONS SURVEY RESULTS

From June to August 2009, Agency staff performed a windshield survey of parcels within the proposed areas to determine if those parcels meet TRPA's definition of blight. The survey did not include interior property inspections. It was a visual assessment of conditions based upon a certain set of criteria whereby Agency staff photographed properties and recorded general observations of the properties surveyed.

Section 15.2.B of TRPA's Code of Ordinances sets forth TRPA's definition of blight, which is as follows:

Blighted Area: A blighted area is characterized by properties which suffer from economic dislocation, deterioration or disuse because three or more of the following factors cause a reduction or lack of proper utilization of the area to such an extent that the blight constitutes a serious physical, social, environmental or economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise acting alone:

- (1) The existence of parcels of irregular form and shape and inadequate size proper usefulness and development.
- (2) The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions.

- (3) The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment.
- (4) A prevalence of depreciated values, impaired investments, and social and economic maladjustment.
- (5) The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carrying capacities.

Section 15.2.B. of the TRPA Code of Ordinances sets forth several criteria for a blighted area by TRPA. The following provides a description of TRPA's criteria and supporting data concluded by Agency staff during its most recent survey of parcels within the proposed Kings Beach/Stateline area to indicate that these factors still exist within the proposed boundaries.

General

A large number of buildings and public facilities were poorly constructed and/or constructed before the adoption of the TRPA Code of Ordinances, and do not have updated BMPs or comply with environmental threshold carrying capacities. In addition, Agency staff observed a general lack of infrastructure, storm drain improvements and undergrounding of utilities, as well as odd shaped parcels which posed challenges to development. There were several hotel and motels surveyed which were constructed in the 1950's and 1960's. However, these properties have outlasted their useful life as the consumer demands have increased for a more comprehensive hotel/motel experience. While Agency staff saw several properties that were improved and upgraded from a bricks and mortar perspective, most properties were found to lack private sector investment to mitigate deterioration and extend the useful life of the buildings. There were several properties in foreclosure.

Staff noted a high concentration of blighted properties along Highway 28 and in the Kings Beach industrial area. For instance, staff noted that approximately 51% of the properties surveyed in the industrial area along Speckled Avenue and Cutthroat Avenue were blighted.

The existence of parcels of irregular form and shape and inadequate size proper usefulness and development

Kings Beach as a whole was found to have a prevalence of parcels of irregular form simply by nature of its original subdivision. Most, if not all, of the town was subdivided under the

recorded Final Map of “Brockway Vista”, which recorded in 1926. That subdivision laid out a grid system of rectangular lots, with most of small dimensions of 25 feet in width and 125 feet in depth, a formation which results in blocks approximately 700 feet in length and 250 feet deep. As a result, much of the development has been constrained by this small lot pattern, with a large number of small structures, confined within their property size. Kings Beach is largely built-out. The size of parcels in Kings Beach constrains setbacks and permeable spaces. Parcels tend to have high concentrations of coverage.

The commercial core, fronting along State Highway 28, contains abandoned buildings, vacant lots, inadequate and irregular shaped parcels, and substandard public and private physical improvements, all of which contribute to the degradation of the water quality of Lake Tahoe.

The layout of parcels in disregard of the contours and other topographical or physical characteristics of the ground and surrounding conditions

Kings Beach is approximately 80% built-out. Much of the downtown area has a fairly high percentage of impervious land coverage, in excess of what would normally be permitted under the Bailey Land Capability System, although the Community Plan rules do allow coverage “bonuses” under certain circumstances.

There are two main drainage corridors in Kings Beach: Griff Creek and an unnamed tributary. These drainage corridors run through the community, with surrounding Stream Environment Zones along those courses. Due to the constrained nature of development in Kings Beach dictated by small lot patterns, development has occurred in or near the Stream Environment Zones. Most development occurred prior to the adoption of the TRPA Code of Ordinances and therefore is assumed not to meet environmental threshold carrying capacities.

The existence of inadequate public improvements, public facilities, open space, and utilities which cannot be remedied by private or governmental action without redevelopment

On some properties, there is evidence of physical improvements, including water management improvements or BMPs; however, most of the properties are in various states of disrepair. There is an overall lack of water quality BMPs, there is storm water runoff, contaminated soils and properties, over-covered land patterns, substandard housing, and scenic blight. A wide range of private facilities also do not comply with the environmental threshold carrying capacities set forth in the TRPA Code of Ordinances. Examples such noncompliance includes motels, restaurants, businesses, residential lots, and parking facilities with excessive density and / or land coverage.

A prevalence of depreciated values, impaired investments, and social and economic maladjustment

Adverse economic conditions are evidenced by depreciated values, impaired investments and economic maladjustment. The Tahoe Basin has a higher construction cost. High construction costs and land costs make it difficult for private sector investment.

The 2000 Census indicates the Kings Beach Census Designated Place population at 4,307. The median household income is \$35,507, which is lower than the median household income for Placer County and the State. Approximately, 32% of the homes in the 2000 Kings Beach Census were constructed prior to 1960 with approximately 873 of the 2,259 housing units noted in the Census as being vacant. This is in large part due to the vacation rental aspect of the Tahoe economy.

The housing stock ranges from old camp cottages or Quonset huts, with no kitchens, to overcrowded trailer parks, converted motels, small cottage style single-family homes, and newer, large single-family residences. A mix of this housing stock can be found on a number of streets. Single-family homes are dispersed throughout the area. Homes located along the shoreline tend to be larger, newer single-family or multi-family units. In the Kings Beach residential grid, homes vary from newer multi-million dollar homes, to older trailer parks and modest wood-frame structures. Overcrowding was slightly more prevalent in households in the Tahoe Basin according to census figures. Seasonal and lower-income wage earners are crowding into homes, particularly in Kings Beach where overcrowding is a year round issue.

The primary tourist area is along Highway 28 near the beach. Tourist accommodations are largely one and two story motels that have surface parking lots. Nearly all of the hotel/motel stock need significant renovation or replacement to meet current market standards. The majority of tourist accommodation units is relatively old and suffers from age and physical deterioration and operates at a competitive disadvantage. There are several motels, some in the residential grid and some along Highway 28, which have been converted to full time apartments and are leased primarily to low income families and entry level workers on both a short and longer term basis. A fraction of the current tourist accommodation units are on lakefront properties and have direct views of the lake. Nearly all of the retail and commercial space in Kings Beach is housed in buildings that originally served other uses and are in critical need of upgrading or replacement. Most buildings are stand alone that have little potential for mixed-use. The industrial portion of Kings Beach supports a variety of uses including residential, light industrial and storage. There is little growth in the industrial uses as most industrial business owners can find less constrained options outside of the Lake Tahoe basin. The industrial area is also constrained by its close proximity to residential housing which is interspersed throughout the industrial area and more concentrated directly adjacent in the Kings Beach Residential grid.

In Spring 2009, the Housing Conditions in Kings Beach Survey was conducted (see Attachment C). The survey was done primarily to supplement future federal Community Development Block Grant applications. A secondary goal of the survey was to develop a database of potential housing rehabilitation opportunities for both owner occupied and owner investor households. Motels, hotels and apartment buildings were considered residential for purposes of the Housing Conditions Survey. The survey determined that the overall housing rehabilitation need in Kings Beach was 42.52% of the housing units.

The existence of substandard public or private facilities or improvements, insufficient open space, poor scenic quality, insufficient transportation systems, air quality problems, or insufficient water quality protection systems, such that there is non-compliance with the applicable environmental threshold carry capacities.

Kings Beach/Stateline has public improvements that are deficient, deteriorated, or damaged, including roads, storm drainage facilities and sidewalks. It appears that the majority of both private and public facilities was constructed prior to the adoption of TRPA Code of Ordinances and therefore was assumed not to comply with the environmental threshold carrying capacities. It has been noted in several studies that most development in Kings Beach occurred before drainage issues were commonly considered from an area wide perspective. As a result, the storm water conveyance system is not sized to accommodate flows generated up-gradient and does not meet current standards.

Public transportation may be found by way of the Tahoe Area Regional Transit (TART), which operates year round. Sidewalks in Kings Beach are limited and not contiguous to each other. The problem with the lack of sidewalks is exacerbated in the winter time when snow accumulation forces pedestrians to walk in the street and share the roadway with vehicles.

There are two abandoned gasoline stations located on the eastern end of Kings Beach fronting along State Highway 28 which are in Agency ownership and are undergoing active remediation efforts. Another gasoline station in town is also undergoing remediation efforts as well.

Attachment A

Building Conditions Survey Results

Kings Beach Building/Site Conditions Survey Results

Street Name/Location	Number of Parcels	Number of Blighted Parcels	Percentage of Blighted Parcels
Highway 28 - North	85	68	80.0%
Highway 28 - South	68	58	85.3%
Brockway Vista Avenue - North	29	3	10.3%
Brockway Vista Avenue - South	75	0	0.0%
Speckled Street - North	85	47	55.3%
Speckled Street - South	61	45	73.8%
Cutthroat Avenue - North	68	52	76.5%
Cutthroat Avenue - South	85	7	8.2%
Dolly Varden Avenue - North	88	5	5.7%
Dolly Varden Avenue - South	82	9	11.0%
Loch Levon Avenue - North	82	7	8.5%
Loch Levon Avenue - South	88	11	12.5%
Steelhead Avenue - North	76	2	2.6%
Steelhead Avenue - South	88	7	8.0%
Golden Avenue - North	99	14	14.1%
Golden Avenue - South	97	22	22.7%
Rainbow Avenue - North	98	8	8.2%
Rainbow Avenue - South	78	10	12.8%
Trout Avenue - North	73	25	34.2%
Trout Avenue - South	78	8	10.3%
Brook Avenue - North	61	3	4.9%
Brook Avenue - South	57	8	14.0%
Salmon Avenue - North	56	7	12.5%
Salmon Avenue - South	41	7	17.1%
Minnow Avenue - North	32	3	9.4%
Minnow Avenue - South	34	13	38.2%
Stateline			
State Route 28 - North	7	5	71.0%
State Route 28 - South	8	7	87.0%
TOTAL	1879	461	24.5%

Attachment B

Kings Beach/Stateline Community Photos

Kings Beach Community Pictures



Chipmunk Street and Highway 28



Highway 28 Eastern Gateway



Highway 28
Stateline



Bank Foreclosure near
Coon and Highway 28



Along Highway 28 at Eastern end of commercial area



Near corner of Coon Street and Speckled Avenue

Along Speckled Avenue and near Bear Street



Trailer Park near
Salmon Avenue and Fox
Street



Area near Secline Street



Along Beaver Street

Along Bear Street



Dilapidated commercial use
near Stateline



Poorly maintained and outdated
improvements near Stateline

Attachment C

Kings Beach Housing Conditions Survey Results

Kings Beach Housing Condition Survey – 2008-09

Survey Purpose

The Kings Beach Housing Condition Survey was conducted primarily to support future Community Development Block Grant applications. A secondary goal of this survey was to develop a database of potential housing rehabilitations for both owner occupied and owner investor households. For this survey, motels, hotels and apartment buildings were considered to be residential. The survey was conducted on all residential structures within the Census Tract 201.07, Block Groups 1, 2, 3 & 4. The special parameters and instructions for this survey were:

Rate all residential structures in the following five categories:

1. Foundations 0-25
2. Roofing 0-25
3. Siding 1-10
4. Windows 0-10
5. Electrical 0-10

The following items were also noted on the survey form:

1. Street Address
2. Structure Type
3. Number of units
4. Presence of curbs, gutters, sidewalks, paved streets adequate drainage

A photographic record was made of each unit surveyed. All units with old fashion single pane windows were scored for a complete window replacement.

Census Data

The total number of housing units was derived from the 2000 Census. The Block Group figures were for Census Tract 201.07, Block Groups 1-4.

Items not considered fully during the windshield survey (taken from a car) were the electrical, foundations and drainage. For the electrical part, since it was not practical to take the time to make individual inspections of wiring conditions, this determination was interpolated from the other factors that were visible. These factors included wiring on outside of building, size of electric lines, siding and foundations. Also the foundation was often assessed on the basis of the condition of the porch, sagging or straight. The roof was assessed on it being level, and/or showing signs of leaks in the eaves, soffits or fascias. All flat roofs were scored as needing replacements because of the heavy snow conditions in the Tahoe area. Shake roofs were scored as needing replacement due to new fire prevention standards. Masonry block buildings, most which were build in the 1950s, were assumed to be unreinforced, therefore in need of some foundation work.

Overall Rating

Sound	9 or less	Structurally sound – no need for repair or signs of deferred maintenance. The foundation appears structurally undamaged and there is a straight roof line. Minor problems such as small areas of peeling paint and/or maintenance items are allowed under this category.
Minor	10 – 15	Appears structurally sound, but shows signs of deferred Maintenance i.e. roof replacement or repair needs.
Moderate	16 – 39	Repairs needed for at least one major component and other repairs, i.e. roof replacement, painting and new windows.
Substantial	40 – 55	Replacement needed for several major systems and possibly other repairs i.e. complete foundation work and roof replacement along with painting and windows.
Dilapidated	56 and Over	Structurally unsound, all systems need repair, may need demolition if not major rehabilitation. These units have suffered excessive neglect and some are not fit for human habitation.

Survey Methodology

The survey was conducted starting in October 2008 and continuing until April of 2009. The majority of the survey was done by a two-person team, one driving and one recording. Some survey observation was done by walking the streets. Mobile home parks were all assumed to be in need of substantial rehabilitation or replacement. However, only homes in need of repairs were written up and photographed. The numbers of total units were taken from the 2000 Census. These numbers were adjusted by adding the number of new building permits filed, and subtracting the number of demolitions permits filed reported by the Annual California State Housing & Community Development Department Reports since 2001.

Age of Housing Stock

There were 481 total units in Kings Beach that needed some type of rehabilitation. The 2000 Census summary file 3 (SF 3) was used to determine the age of housing stock. Below is a chart of these results:

Kings Beach - Age of Housing Stock

	Older than 30 Yrs.	Newer than 30 Yrs.	Total Units
Census Tract 201.7, Block Groups 1-4	1,182	320	1,872

So, the percent of housing units over 30 years old = $\text{Number of units built before 1970} \div \text{Total number of units} \sim 1,182 \div 1,872 = 63\%$

Overcrowding

The percentage of overcrowding in Kings Beach is taken from the 2000 Census Summary File 3 (SF3) and is summarized as follows:

Census Tract 201.7, Block Group 1

Number with more than 1 occupant per room – 114

Census Tract 201.7, Block Group 2

Number with more than 1 occupant per room – 107

Census Tract 201.7, Block Group 3

Number with more than 1 occupant per room – 119

Census Tract 201.7, Block Group 4

Number with more than 1 occupant per room – 9

Census Tract 201.7, Block Groups 1-4 total number with more than 1 occupant per room – 349.

The total number of housing units in Kings Beach is 1,296.

The federal calculation to get the percentage of overcrowded units is: divide the number of housing units with more than one person per room by the total number of housing units.

$$349 \div 1,296 = 27\%$$

Housing Condition Survey Results

Census Tract 201.7, All Block Groups

Housing Condition	No. of Units Needing Rehab	Total Units	Percentage
Dilapidated	109	NA	8.41%
Needs Substantial Rehabilitation	140	NA	10.80%
Needs Moderate Rehabilitation	225	NA	17.36%
Needs Minor Rehabilitation	77	NA	5.94%
Totals	551	1,296	42.52%

The Overall Housing Rehab Need is determined to be 9.43%.

Note: 1,296 total units were used because it is the Census figure from the 100% Data Survey for QT-0HS Household Population.

Housing Condition Survey Results**Census Tract 201.7, Block Group 1**

Housing Condition	No. of Units Needing Rehab	Total Units	Percentage
Dilapidated	58	NA	15.85%
Needs Substantial Rehabilitation	2	NA	.55%
Needs Moderate Rehabilitation	40	NA	10.96%
Needs Minor Rehabilitation	6	NA	1.64%
Totals	106	366	28.96%

Housing Condition Survey Results**Census Tract 201.7, Block Group 2**

Housing Condition	No. of Units Needing Rehab	Total Units	Percentage
Dilapidated	51	NA	11.16%
Needs Substantial Rehabilitation	79	NA	17.29%
Needs Moderate Rehabilitation	100	NA	21.88%
Needs Minor Rehabilitation	42	NA	9.19%
Totals	272	457	59.52%

Housing Condition Survey Results**Census Tract 201.7, Block Group 3**

Housing Condition	No. of Units Needing Rehab	Total Units	Percentage
Dilapidated	0	NA	0%
Needs Substantial Rehabilitation	56	NA	18.73%
Needs Moderate Rehabilitation	38	NA	12.71%
Needs Minor Rehabilitation	17	NA	5.69%
Totals	111	299	37.12%

Survey Results**Census Tract 201.7, Block Group 4**

Housing Condition	No. of Units Needing Rehab	Total Units	Percentage
Dilapidated	0	NA	0%
Needs Substantial Rehabilitation	3	NA	1.72%
Needs Moderate Rehabilitation	47	NA	27.01%
Needs Minor Rehabilitation	12	NA	6.90%
Totals	62	174	35.63%

Summary

The **Age of Housing Stock** calculation indicated that **63%** of housing units in Kings Beach are over 30 years old. The source of the data was the 2000 Census Summary File 3, for Census Tract 201.7.

The **Overcrowding** calculations indicated that **27%** of the housing units in Kings Beach have more than 1 person per room. The source of the data was the 2000 Census Summary File 3, for Census Tract 201.7.

The overall **Housing Rehab Need** in Kings Beach was determined to be **42.52%**. The source of the data was an in-house Housing Condition Survey, using CDBG Survey Forms, conducted during October 2008 – April 2009.